

DRAFT MEETING SUMMARY

Client/Project: South Mountain Corridor Study Citizens Advisory Team

Date: July 22, 2004 **Time:** 5:30 p.m. **Location:** Sheraton Wild Horse Pass
Resort

CAT Members Attending:

Rock Argabright, Ahwatukee Foothills Village
Planning Committee
Kris Black, Ahwatukee Foothills HOA
Steve Boschen, Valley Forward
Jim Buster, City of Avondale
Ron Chohamin, Lakewood HOA
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phx Mtns Preservation Council

Rudy Martinez, Ahwatukee Village Planning
committee
Robert Moss, United Arizona Dairymen
Wayne Nelson, GRIC District 7
Nathaniel Percharo, I-10 Pecos Landowners
Laura Prendergast, Laveen Citizens for Responsible
Development
Jim Strogon, Kyrene Lagos Elementary School
Mary Thomas, Gila River Indian Community

Staff and Consultants Attending:

Kevin Biesty, ADOT
Matt Burdick, ADOT
Amy Edwards, HDR
John Godec, GRA
Theresa Gunn, GCI

Bill Rawson, GRA
John Roberts, GRIC
Floyd Roehrich, ADOT
Bill Vachon, FHWA
Shannon Wilhelmsen, ADOT

Special Guests:

Gary Bohnnee, GRIC
Urban Giff, Lone Butte Industrial Development Inc.
Dale Gutenson, Wild Horse Pass Development Corp.
Rep. John Huppenthal
Richard Narcia, Governor, GRIC

Jose Solarez, Department of Community Services,
GRIC
Lee Thompson, Land and Water Dept., GRIC
Dean Weatherly, Department of Economic
Development, GRIC

Citizens:

Priscella Antone
Pat Biggs
Roella Frazer
Ross Hendrix
Cecil R. Lewis
Carmelita M.
Angela Mercendo

Michael Mercendo
Douglas Murphy
Robin Salthouse
Janet Travis
Michael Vinson
Adele Walter
Lorraine Yarameta

ACTION PLAN:

Task/Activity	Who	When
Secure future location for CAT meetings	Theresa	
Provide west side design alternatives	Amy	Next CAT meeting
Provide current traffic projections compared to historical projections for southern segment	Amy	

Welcome and Introductions:

John Godec began the meeting by explaining the Citizen's Advisory Team process, which began over two years ago. He explained the meeting rules of order and told members of the public who were attending that only written comments would be taken.

CAT Member Questions/Comments:

Question: Would it be possible to provide a comparison of current and historic traffic projections for the southern segment similar to those provided tonight for the western segment? **Response:** That is a good idea and, yes, we will compile those figures.

Comment: The City of Phoenix is asking the Laveen Village Planning Committee to approve a transportation plan that has the western leg of the South Mountain Freeway along the original 55th Avenue alignment.

Briefing on GRIC Issues:

Gary Bohnee, GRIC Governor's Office; Urban Giff, Lone Butte Industrial Development Inc.; Dale Gutensen, Wild Horse Pass Development Corp.; Dean Weatherly, Director of the GRIC Economic Development Department; and Lee Thompson, GRIC Land and Water Resources; briefed the CAT on GRIC development issues.

- GRIC was established in 1869. It covers 600 square miles and has 19,000 enrolled members. The community is made up of seven districts, each with its own governing council and representatives to the Community Council. The tribal government administers 83 programs and has a budget exceeding \$100 million.

- The Wild Horse Pass development includes 620 acres, about 400 acres of which has been developed. It includes a golf course, hotel and 100,000 square foot conference center. Future development plans include a retail center near the I-10.
- The Lone Butte Industrial Development includes 720 acres and is about 65 percent developed. The industrial park currently has 45 businesses that employ some 2,500 workers.
- An update of the Borderlands economic development plan is under way and a draft report should be ready to submit to the Community Council by January 1. It is an update of the first Borderlands land-use plan, which was completed in the mid-1980s and updated in 1995. The purpose is to encourage and facilitate sustainable growth on the reservation. Four-fifths of the community is in Pinal County, which is expected to grow in population to more than 990,000 by 2025, compared with a 1990 population of only 125,000.
- GRIC is expanding its water distribution system, including areas designated as agricultural and in historic riparian areas. The expanded system will include 2,400 miles of canals, pipelines and laterals and irrigation systems for 142,000 acres. A pipeline under construction south of Pecos Road will triple the current capacity of the water system.

Project Status:

- The technical staff is working on right-of-way needs for the western segment of the freeway. Preliminary figures should be ready “in a couple of weeks.”
- An economic impact analysis is being conducted with input from local jurisdictions.
- Simulations will be prepared to depict how I-10 might look with up to 18 lanes of traffic.

Public Involvement Update:

Kevin Biesty reported on a July 14 community meeting in Ahwatukee hosted by Rep. John Huppenthal.

- Approximately 50 people attended the meeting, which was facilitated by Rep. Huppenthal.
- Project updates were provided by members of the technical staff. Presentations also were given by MAG and Rock Arnett, chairman of the Citizens Transportation Oversight Committee.

- GRIC Lt. Gov. Mary Thomas' comments on behalf of GRIC were well-received by the audience.
- No new meetings have been scheduled.

Briefing on Traffic Analysis Comparisons:

Amy Edwards briefed the CAT on current traffic projections on the west side of the project, compared with historical projections.

I-10 :

- 99th Ave – 107th Ave – traffic volumes remain same for all alternatives
- I-10 Reliever takes 10 percent of volume off of I-10

Loop 101:

- Traffic volumes on Loop 101 are similar with a freeway connection to I-10 at 55th Ave and 71st Ave. There is a 16 percent increase of traffic with a direct South Mountain connection to Loop 101.

Alternatives:

- Approach to I-10, the traffic volumes are essentially the same for all alternatives
- The volumes around South Mountain are essentially the same for all alternatives
- Pecos Road volumes are essentially the same for all alternatives
- I-10 (north), I-10 (south) Loop 202 (Santan) essentially the same

I-10 Reliever:

- Assumed to be a freeway west of South Mountain and a parkway/arterial east of South Mountain
- 99th Ave to 107th Ave – traffic volumes are same for all alternatives
- 43rd Ave to 51st Ave (Rio Salado Parkway) same except if I-10 Reliever is not in place, in which case there is a 12 percent reduction in traffic

Screen lines (east-west volumes crossing imaginary north-south lines between Thomas Road and Dobbins Road)

- 99th Ave to 107th Ave
 - Without I-10 Reliever, drop in total volume handled
 - With I-10 Reliever, 16 percent increase in volume handled (2/3 of increase on freeways, 1/3 on arterial streets)

- 43rd Ave to 51st Ave – 5 percent more volume if I-10 Reliever is in place

Turning Movements: The following is a description of where the traffic is coming from and going to for each of the three alternatives.

- 55th Avenue Alternative
 - With I-10 Reliever – 58 percent of movements to the west, 42 percent to the east
 - Without I-10 Reliever – 74 percent of the movements to the west, 26 percent to the east
- 71st Avenue Alternative
 - 58 percent of the movements to the west, 42 percent to the east
- Loop 101 Alternative
 - 18 percent of movements to the west, 72 percent to the north, 10 percent to the east

Summary:

Increases from the 2002 model run based on 1995 census data for 2025 projections to the 2004 model run based on 2000 census data for 2025 projection is 5 to 10 percent increases in traffic volume.

Public Questions and Comments:

- Ross Hendrix, Ahwatukee: **Question:** What percent is “pass through,” that is Tucson to California traffic? **Response:** The great bulk of the traffic is local or regional traffic. MAG estimates that only about three percent of the traffic would be “pass through.”

Next Meeting:

September 23, 2004 – location to be determined